		~~~ <del>**********************************</del>	
		CENTRAL INTELLIGENCE AGENCY	
		INFORMATION REPORT	
	COUNTRY	Hungary	
X1	011 LPA		·
_	SUBJECT	New Railroad Construction	
		**	
			<u> </u>
			<u> </u>
		0574	DATE DISTR.30 Mar 1954
		25X1	NO. OF PAGES
		THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEPENSE OF THE UNITED STATES, DITHIN THE MEANING OF TITLE SE. SECTIONS, 788	
		AND THE U.S. CODE, AS AMENDED, 1TT TRANSMISSION OF REVE- LATION OF 1TE CONTENTS TO OR RECEIPT BY AN UNAUTHORIZED PERSON 11	NO. GERNELS FOR THE
		PROMISITED BY NAME. THE BECRUPACTION OF THIS REPORT IS PROMISELY.	SUPP. TO
X1		THIS IS UNEVALUATED INFORMATION	REPORT NO.
		· · · · · · · · · · · · · · · · · · ·	
		· ·	
			•
		1. In Mar 1953 construction was begun on a railroad line	e between cals and . t.
,			
		Mains Nose Who Pake station was widened by two est	ra trucks. The
		Tolna-Mons. The Paks station was widened by two ext	ra tracks. The
		Tolna-Mons. The Paks station was widened by two ext prolongation follows the bank of the Danube, with ex	ra tracks. The tensive finit, enving
		Tolna-Mons. The Paks station was widened by two ext prolongation follows the bank of the Danube, with ext Paks, the new line goes through Magyalos psz. and re-	ra tracks. The tensive flat. enving aches the Retsadors-
·		Tolna-Mons. The Paks station was widened by two ext prolongation follows the bank of the Danube, with ex	ra tracks. The tensive flat. enving aches the Retsadors-
**		Tolma-Mons. The Paks station was widened by two ext prolongation follows the bank of the Danube, with extraks, the new line goes through Magyalos psz. and respectable line in the curve north of E. St. Tolma-Mozsline can be used by 100-axle trains.	ra tracks. The tensive flat. enving cohes the Fetsaddes - The Edonysasbotos end a
ţ.		Tolma-Mons. The Paks station was widened by two ext prolongation follows the bank of the Danube, with extraks, the new line goes through Magyalos psz. and resultance line in the curve north of E. St. Tolma-Mozaline can be used by 100-axle trains.  2. A connecting line is being built from Stalinvaros, see Menes major through F. Alap to Retszilas station. The	ra tracks. The tensive flat, enving aches the Fetsall as s. The Edonyanabeles of the identity with a branch from E St he stretch Edisalias.
		Tolna-Mons. The Paks station was widened by two ext prolongation follows the bank of the Danube, with extraks, the new line goes through Magyalos psz. and respecting line in the curve north of E. St. Tolna-Mozaline can be used by 100-axle trains.  2. A connecting line is being built from Stalinvaros, see Menes major through F. Alap to Rétszilas station. The Szekszárd-Bátaszék has been rebuilt to take 100-axle	ra tracks. The tensive flat, enving aches the Fetsall as s. The Edonyanabeles of the identity with a branch from E St he stretch Edisalias.
£**		Tolna-Mons. The Paks station was widened by two ext prolongation follows the bank of the Danube, with extraks, the new line goes through Magyalos psz. and resemble stands line in the curve north of E. St. Tolna-Moziline can be used by 100-axle trains.  2. A connecting line is being built from Stalinvaros, see Menes rajor through F. Alap to Rétszilas station. The Szekszárd-Bátaszék has been rebuilt to take 100-axle by way of F. Alap.	ra tracks. The tensive filth, enving aches the Fetsallian s. The follows aboles with a lig/with a branch from E St he stretch action the elimetron
¥ .		Tolna-Mons. The Paks station was widened by two ext prolongation follows the bank of the Danube, with extends, the new line goes through Magyalos psz. and resemble stanck line in the curve north of E. St. Tolna-Moziline can be used by 100-axle trains.  2. A connecting line is being built from Stalinvaros, so Menes rajor through F. Alap to Retszilas station. The Szekszárd-Bátaszék has been rebuilt to take 100-axle by way of F. Alap.  3. It is pleaned to begin construction in the spring of	ra tracks. The tensive filth, enving aches the Fetsallian s. The follows aboles with a lig/with a branch from E St he stretch action the elimetron
		Tolna-Mons. The Paks station was widened by two ext prolongation follows the bank of the Danube, with extraks, the new line goes through Magyalos psz. and resemble stands line in the curve north of E. St. Tolna-Moziline can be used by 100-axle trains.  2. A connecting line is being built from Stalinvaros, see Menes rajor through F. Alap to Rétszilas station. The Szekszárd-Bátaszék has been rebuilt to take 100-axle by way of F. Alap.	ra tracks. The tensive filth, enving aches the Fetsallian s. The follows aboles with a lig/with a branch from E St he stretch action the elimetron
		Tolna-Mons. The Paks station was widened by two ext prolongation follows the bank of the Danube, with ax Paks, the new line goes through Magyalos psz. and res Bátaszák line in the curve north of E. St. Tolna-Moziline can be used by 100-axle trains.  2. A connecting line is being built from Stalinvaros, so Menes rajor through F. Alap to Rétszilas station. The Szekszárd-Bátaszák has been rebuilt to take 100-axle by way of F. Alap.  3. It is pleaned to begin construction in the spring of line by way of Dunaszekoso to Mohács.  4. The purpose of the first-mentioned line is clearly to	ra tracks. The tensive fint, enving aches the Fetsadicans. The (donyanabeles of) a sign with a branch from E St he stretch (ctsalias trains, asso the elimetron 1954 on the Batasack of provide for rore direct
		Tolna-Mons. The Paks station was widened by two ext prolongation follows the bank of the Danube, with extends, the new line goes through Magyalos psz. and resemble statistic line in the curve north of E. St. Tolna-Moziline can be used by 100-axle trains.  2. A connecting line is being built from Stalinvaros, so Menes rajor through F. Alap to Rétszilas station. The Szekszárd-Bátaszék has been rebuilt to take 100-axle by way of F. Alap.  3. It is pleaned to begin construction in the spring of line by way of Dunaszekoso to Mohács.	ra tracks. The tensive fint, enving aches the Fetsadicans. The (donyanabeles of) a sign with a branch from E St he stretch (ctsalias trains, asso the elimetron 1954 on the Batasack of provide for rore direct
		Tolna-Mons. The Paks station was widened by two ext prolongation follows the bank of the Danube, with ax Paks, the new line goes through Magyalos psz. and resemble statistic line in the curve north of E. St. Tolna-Mozzine can be used by 100-axle trains.  2. A connecting line is being built from Stalinvaros, so Menes rajor through F. Alap to Rétszilas station. The Szekszárd-Bátaszék has been rebuilt to take 100-axle by way of F. Alap.  3. It is pleaned to begin construction in the spring of line by way of Dunaszekoso to Mohács.  4. The purpose of the first-mentioned line is clearly to transmission of coal from Komlo to Stalinvaros sig/.	ra tracks. The tensive fint, enving aches the Fetsadicans. The (donyanabeles of) a sign with a branch from E St he stretch (ctsalias trains, asso the elimetron 1954 on the Batasack of provide for rore direct
		Tolna-Mons. The Paks station was widened by two ext prolongation follows the bank of the Danube, with ax Paks, the new line goes through Magyalos psz. and res Bátaszák line in the curve north of E. St. Tolna-Moziline can be used by 100-axle trains.  2. A connecting line is being built from Stalinvaros, so Menes rajor through F. Alap to Rétszilas station. The Szekszárd-Bátaszák has been rebuilt to take 100-axle by way of F. Alap.  3. It is pleaned to begin construction in the spring of line by way of Dunaszekoso to Mohács.  4. The purpose of the first-mentioned line is clearly to	ra tracks. The tensive fint, enving aches the Fetsadicans. The (donyanabeles of) a sign with a branch from E St he stretch (ctsalias trains, asso the elimetron 1954 on the Batasack of provide for rore direct
		Tolna-Mons. The Paks station was widened by two ext prolongation follows the bank of the Danube, with ax Paks, the new line goes through Magyalos psz. and resemble statistic line in the curve north of E. St. Tolna-Mozzine can be used by 100-axle trains.  2. A connecting line is being built from Stalinvaros, so Menes rajor through F. Alap to Rétszilas station. The Szekszárd-Bátaszék has been rebuilt to take 100-axle by way of F. Alap.  3. It is pleaned to begin construction in the spring of line by way of Dunaszekoso to Mohács.  4. The purpose of the first-mentioned line is clearly to transmission of coal from Komlo to Stalinvaros sig/.	ra tracks. The tensive fint, enving aches the Fetsadicans. The (donyanabeles of) a sign with a branch from E St he stretch (ctsalias trains, asso the elimetron 1954 on the Batasack of provide for rore direct
		Tolna-Mons. The Paks station was widened by two ext prolongation follows the bank of the Danube, with ax Paks, the new line goes through Magyalos psz. and resemble statistic line in the curve north of E. St. Tolna-Mozzine can be used by 100-axle trains.  2. A connecting line is being built from Stalinvaros, so Menes rajor through F. Alap to Rétszilas station. The Szekszárd-Bátaszék has been rebuilt to take 100-axle by way of F. Alap.  3. It is pleaned to begin construction in the spring of line by way of Dunaszekoso to Mohács.  4. The purpose of the first-mentioned line is clearly to transmission of coal from Komlo to Stalinvaros sig/.	ra tracks. The tensive fint, enving aches the Fetsadicans. The (donyanabeles of) a sign with a branch from E St he stretch (ctsalias trains, asso the elimetron 1954 on the Batasack of provide for rore direct
		Tolna-Mons. The Paks station was widened by two ext prolongation follows the bank of the Danube, with ax Paks, the new line goes through Magyalos psz. and resemble statistic line in the curve north of E. St. Tolna-Mozzine can be used by 100-axle trains.  2. A connecting line is being built from Stalinvaros, so Menes rajor through F. Alap to Rétszilas station. The Szekszárd-Bátaszék has been rebuilt to take 100-axle by way of F. Alap.  3. It is pleaned to begin construction in the spring of line by way of Dunaszekoso to Mohács.  4. The purpose of the first-mentioned line is clearly to transmission of coal from Komlo to Stalinvaros sig/.	ra tracks. The tensive fint, enving aches the Fetsadicans. The (donyanabeles of) a sign with a branch from E St he stretch (ctsalias trains, asso the elimetron 1954 on the Batasack of provide for rore direct
		Tolna-Mons. The Paks station was widened by two ext prolongation follows the bank of the Danube, with ax Paks, the new line goes through Magyalos psz. and resemble statistic line in the curve north of E. St. Tolna-Mozzine can be used by 100-axle trains.  2. A connecting line is being built from Stalinvaros, so Menes rajor through F. Alap to Rétszilas station. The Szekszárd-Bátaszék has been rebuilt to take 100-axle by way of F. Alap.  3. It is pleaned to begin construction in the spring of line by way of Dunaszekoso to Mohács.  4. The purpose of the first-mentioned line is clearly to transmission of coal from Komlo to Stalinvaros sig/.	ra tracks. The tensive fine, enving aches the Fetsadian s. The follows aboles with a branch from E St he stretch Edisalias trains, apporting the elimination 1954 on the Bathasack of provide for rora direct
		Tolma-Mons. The Paks station was widened by two ext prolongation follows the bank of the Danube, with extends, the new line goes through Magyalos psz. and resemble station in the curve north of E. St. Tolma-Moziline can be used by 100-axle trains.  2. A connecting line is being built from Stalinvaros, so Menes major through F. Alap to Retszilas station. The Szekszárd-Bátaszék has been rebuilt to take 100-axle by way of F. Alap.  3. It is planned to begin construction in the spring of line by way of Dunaszekoso to Mohács.  4. The purpose of the first-mentioned line is clearly to transmission of coal from Komlo to Stalinvaros sig/.  - end -	ra tracks. The tensive fine, enving aches the Fetsadian s. The follows aboles with a branch from E St he stretch Edisalias trains, apporting the elimination 1954 on the Bathasack of provide for rora direct
		Tolma-Mons. The Paks station was widened by two ext prolongation follows the bank of the Danube, with extends, the new line goes through Magyalos psz. and resemble station in the curve north of E. St. Tolma-Moziline can be used by 100-axle trains.  2. A connecting line is being built from Stalinvaros, so Menes major through F. Alap to Retszilas station. The Szekszárd-Bátaszék has been rebuilt to take 100-axle by way of F. Alap.  3. It is planned to begin construction in the spring of line by way of Dunaszekoso to Mohács.  4. The purpose of the first-mentioned line is clearly to transmission of coal from Komlo to Stalinvaros sig/.  - end -	ra tracks. The tensive fine, enving aches the Fetsadian s. The follows aboles with a branch from E St he stretch Edisalias trains, apporting the elimination 1954 on the Bathasack of provide for rora direct
		Tolma-Mons. The Paks station was widened by two ext prolongation follows the bank of the Danube, with extends, the new line goes through Magyalos psz. and resemble station in the curve north of E. St. Tolma-Moziline can be used by 100-axle trains.  2. A connecting line is being built from Stalinvaros, so Menes major through F. Alap to Retszilas station. The Szekszárd-Bátaszék has been rebuilt to take 100-axle by way of F. Alap.  3. It is planned to begin construction in the spring of line by way of Dunaszekoso to Mohács.  4. The purpose of the first-mentioned line is clearly to transmission of coal from Komlo to Stalinvaros sig/.  - end -	ra tracks. The tensive fine, enving aches the Fetsadian s. The follows aboles with a branch from E St he stretch Edisalias trains, apporting the elimination 1954 on the Bathasack of provide for rora direct
		Tolma-Mons. The Paks station was widened by two ext prolongation follows the bank of the Danube, with extends, the new line goes through Magyalos psz. and resemble station in the curve north of E. St. Tolma-Moziline can be used by 100-axle trains.  2. A connecting line is being built from Stalinvaros, so Menes major through F. Alap to Retszilas station. The Szekszárd-Bátaszék has been rebuilt to take 100-axle by way of F. Alap.  3. It is planned to begin construction in the spring of line by way of Dunaszekoso to Mohács.  4. The purpose of the first-mentioned line is clearly to transmission of coal from Komlo to Stalinvaros sig/.  - end -	ra tracks. The tensive fine, enving aches the Fetsadian s. The follows aboles with a branch from E St he stretch Edisalias trains, apporting the elimination 1954 on the Bathasack of provide for rora direct
×1		Tolma-Mons. The Paks station was widened by two ext prolongation follows the bank of the Danube, with extends, the new line goes through Magyalos psz. and resemble station in the curve north of E. St. Tolma-Moziline can be used by 100-axle trains.  2. A connecting line is being built from Stalinvaros, so Menes major through F. Alap to Retszilas station. The Szekszárd-Bátaszék has been rebuilt to take 100-axle by way of F. Alap.  3. It is planned to begin construction in the spring of line by way of Dunaszekoso to Mohács.  4. The purpose of the first-mentioned line is clearly to transmission of coal from Komlo to Stalinvaros sig/.  - end -	ra tracks. The tensive fine, enving aches the Fetsadian s. The follows aboles with a branch from E St he stretch Edisalias trains, apporting the elimination 1954 on the Bathasack of provide for rora direct
**************************************		Tolma-Mons. The Paks station was widened by two ext prolongation follows the bank of the Danube, with extends, the new line goes through Magyalos psz. and resemble station in the curve north of E. St. Tolma-Moziline can be used by 100-axle trains.  2. A connecting line is being built from Stalinvaros, so Menes major through F. Alap to Retszilas station. The Szekszárd-Bátaszék has been rebuilt to take 100-axle by way of F. Alap.  3. It is planned to begin construction in the spring of line by way of Dunaszekoso to Mohács.  4. The purpose of the first-mentioned line is clearly to transmission of coal from Komlo to Stalinvaros sig/.  - end -	ra tracks. The tensive fine, enving aches the Fetsadian s. The follows aboles with a branch from E St he stretch Edisalias trains, apporting the elimination 1954 on the Bathasack of provide for rora direct
5X1		Tolma-Mons. The Paks station was widened by two ext prolongation follows the bank of the Danube, with extends, the new line goes through Magyalos psz. and resemble station in the curve north of E. St. Tolma-Moziline can be used by 100-axle trains.  2. A connecting line is being built from Stalinvaros, so Menes major through F. Alap to Retszilas station. The Szekszárd-Bátaszék has been rebuilt to take 100-axle by way of F. Alap.  3. It is planned to begin construction in the spring of line by way of Dunaszekoso to Mohács.  4. The purpose of the first-mentioned line is clearly to transmission of coal from Komlo to Stalinvaros sig/.  - end -	ra tracks. The tensive fine, enving aches the Fetsadian s. The follows aboles with a branch from E St he stretch Edisalias trains, apporting the elimination 1954 on the Bathasack of provide for rora direct
<b>×1</b>		Tolma-Mons. The Paks station was widened by two ext prolongation follows the bank of the Danube, with extends, the new line goes through Magyalos psz. and resemble station in the curve north of E. St. Tolma-Moziline can be used by 100-axle trains.  2. A connecting line is being built from Stalinvaros, so Menes major through F. Alap to Retszilas station. The Szekszárd-Bátaszék has been rebuilt to take 100-axle by way of F. Alap.  3. It is planned to begin construction in the spring of line by way of Dunaszekoso to Mohács.  4. The purpose of the first-mentioned line is clearly to transmission of coal from Komlo to Stalinvaros sig/.  - end -	ra tracks. The tensive fine, enving aches the Fetsadian s. The follows aboles with a branch from E St he stretch Edisalias trains, apporting the elimination 1954 on the Bathasack of provide for rora direct

Approved For Release 2006/09/28 : CIA-RDP80-00809A000500810164-7

25X1

25X1